

Number	Page	Paragraph/Section	Current Text	New Text
1	3	Board Members	Thomas Umberg	Thea Selby
2	14	Station Labels	Riverside	San Bernardino
3	14	Station Below Current "Riverside" Label		Riverside
4	16	Exhibit 1.1 Phase 1 Section	One-seat ride between San Francisco and Los Angeles.	One-seat ride between San Francisco and Los Angeles/ Anaheim .
5	20	Call Out Box	In 2022, when the IOS is up and running, the resulting GHG reductions will be over 140,000 metric tons of carbon dioxide in the first year, which is the equivalent of over 25,000 personal vehicles taken off the road.	In 2022, when the IOS is up and running, the resulting GHG reductions will be over 130,000 metric tons of carbon dioxide in the first year, which is the equivalent of over 23,000 personal vehicles taken off the road.
6	21	Call Out Box	In August 2013, the Authority executed its first design-build contract, known as Construction Package 1. This 29-mile segment runs from Avenue 17 in Madera south to East American Avenue in Fresno. The contractor has opened offices in downtown Fresno, is hiring workers, completing design, preparing management plans and schedules, conducting field work and finalizing third-party agreements. In October 2013, a Request for Qualifications was issued for Construction Package 2-3 for the next 60 miles from Fresno south to 1 mile north of the Tulare–Kern County line near Bakersfield. The Authority anticipates awarding that contract in late 2014.	In August 2013, the Authority executed its first design-build contract, known as Construction Package 1. This 29-mile segment runs from Avenue 17 in Madera south to East American Avenue in Fresno. The contractor has opened offices in downtown Fresno, is hiring workers, completing design, preparing management plans and schedules, conducting field work and finalizing third-party agreements. In April 2014, the Authority released the Request for Proposal to five world-class teams, inviting them to submit formal proposals for the design-build contract for CP 2-3. Construction Package 2-3 covers the next 60 miles from Fresno south to 1 mile north of the Tulare–Kern County line near Bakersfield. The Authority anticipates awarding that contract in late 2014.
7	26	Description below Exhibit 1.2	Exhibit 1.2 above shows the schedule for completing the environmental reviews for all project sections	Exhibit 1.2 above shows the projected schedule for completing the environmental reviews for all project sections
8	26	Award Contract for CP2-3	In October 2013, the Authority released an Request for Qualifications (RFQ) for design-build work for CP 2-3 running south from Fresno to one mile north of the Tulare-Kern County line. We received five world-class statements of qualifications from potential bidders in January 2014. This contract—estimated at \$1.5 to \$2 billion—will bring more jobs to the Central Valley. The team that the Authority ultimately selects will be responsible for all work required to design and construct this section. Teams will be evaluated based on experience, technical competency, ability to perform and other factors, and will then be asked to submit formal design-build proposals in spring 2014. As with the procurement for CP 1, the contract will be awarded based on both technical and cost factors. The Authority anticipates awarding this contract in 2014. Also, in spring 2014, the Authority will release the RFQ for Project and Construction Management (PCM) services for CP 2-3. The firm selected for this work will ensure that technical and contract requirements, including costs, are met.	In October 2013, the Authority released an Request for Qualifications (RFQ) for design-build work for CP 2-3 running south from Fresno to one mile north of the Tulare-Kern County line. We received five statements of qualifications from potential bidders in January 2014. This contract—estimated at \$1.5 to \$2 billion—will bring more jobs to the Central Valley. The team that the Authority ultimately selects will be responsible for all work required to design and construct this section. Teams will be evaluated based on experience, technical competency, ability to perform and other factors. On April 2, 2014, the Authority released the Request for Proposal to five world-class teams, inviting them to submit formal proposals for the design-build contract for CP 2-3. As with the procurement for CP 1, the contract will be awarded based on both technical and cost factors. Bids from the five teams are due September 2, 2014 and, the Authority anticipates awarding this contract in November 2014. Also, on April 3, 2014, the Authority released the RFQ for Project and Construction Management (PCM) services for CP 2-3. The firm selected for this work will ensure that technical and contract requirements, including costs, are being met. Statements of Qualifications from interested firms must be submitted to the Authority by May 16, 2014. On April 8, the Authority hosted an Industry Forum and Pre-Bid Conference event in Visalia. The Industry Forum provided an opportunity for small businesses to meet with the qualified firms eligible to submit proposals for the design-build RFP CP 2-3. The Pre Bid Conference for the Project and Construction Management (PCM) Request for Qualifications (RFQ) for CP 2-3 provided a networking opportunity between prime and sub-contractors. Both events saw heavy attendance from interested parties.
9	31	Exhibit 2.1 Infrastructure Delivery	Signs and Systems Integration	Signals and System Integration
10	33	Introduction	This section presents the updated capital cost estimates for the Phase 1 high-speed rail system connecting San Francisco and Merced with Los Angeles and Anaheim through the phased and blended implementation approach adopted by the Authority in the 2012 Business Plan	This section presents the updated capital cost estimates for the Phase 1 high-speed rail system connecting San Francisco and Merced with Los Angeles and Anaheim through the phased and blended implementation of a one-seat ride adopted by the Authority in the 2012 Business Plan

Draft 2014 Business Plan Errata Sheet

April 3, 2014

Number	Page	Paragraph/Section	Current Text	New Text
11	42	Exhibit 4.1 Medium Ridership Scenario Years 2045 - 2060	2045: 35.7 2050: 36.6 2055: 37.6 2060: 38.5	2045: 36.7 2050: 38.5 2055: 40.5 2060: 42.5
12	58	Exhibit 7.1	BENEFIT-COST ANALYSIS RESULTS IN DISCOUNTED 2013 DOLLARS	BENEFIT-COST ANALYSIS RESULTS IN MILLIONS OF DISCOUNTED 2013 DOLLARS
13	58	Exhibit 7.1	See Attachment	See Attachment
14	59	Exhibit 7.2	DETAILED BENEFIT-COST ANALYSIS RESULTS IN DISCOUNTED 2013 \$	DETAILED BENEFIT-COST ANALYSIS RESULTS IN MILLIONS OF DISCOUNTED 2013 \$
15	59	Exhibit 7.2	See Attachment	See Attachment
16	61	Work Underway Section	We are undertaking a more in-depth look at the potential economic impacts of the high-speed rail system in the Central Valley and in Palmdale during construction, once the IOS is open, and after the Central Valley communities are fully connected to San Francisco and Los Angeles. This involves working closely with the Central Valley and Palmdale public sector economic development agencies and business leaders to make this assessment, and to understand what the economic impacts are on the ground. The study will be completed in the coming months and will be released either as part of the Final 2014 Business Plan or shortly thereafter.	We are undertaking a more in-depth look at the potential economic impacts of the high-speed rail system in the Central Valley during construction, once the IOS is open, and after the Central Valley communities are fully connected to San Francisco and Los Angeles. This involves working closely with the Central Valley public sector economic development agencies and business leaders to make this assessment, and to understand what the economic impacts are on the ground. The study will be completed and released after the Business Plan is submitted to the Legislature.
17	69-70	Quality Management and Safety/Security Management Sections	To be moved to the bottom of Page 73.	
18	Whole document	Remove the word "Draft" in front of all references to the Business Plan and Technical documents	Draft 2014 Business Plan	Final 2014 Business Plan
19	Appendix	Complete checklist and update language in Appendix	Processes need to be updated to reflect completion of each task and boxes need to be checked	
20	Whole document	Update punctuation / grammatical errors	Throughout document	
21	Whole document	Update all website links to Draft technical documents to the Final documents page	Update draft page links to final page links	
22	Appendix	Add Connectivity and Bookend Fact Sheet to appendix area	Add fact sheet	